Post Office during the remainder of 1831 will be open:

Brown mail, by steamer, daily, at 5 A. M.

Bay Mail, Cobourg, Port Hope, Peterboro, Toronto, and Offices West of Toronto, by Steamer, on days (Sunday excepted) at 2 P. M.

Western Mail by Land, Office between Kingston, Toronto, daily at 4 P. M.

Picton Library, Daily, (Saturday excepted) 2 to 4 P. M.

Archives Island, Monday, Wednesday, and Friday, at 4 P. M.

Cataraqui Road, Loughborough, Newburgh, and Wilton, on Monday, Wednesday, & Friday, at 4 P. M.

Pittsburgh, on Wednesday and Saturday, at 2 A. M.

Wolfe Island, daily (Sundays excepted) at 6.30 a. m.

Point Frederick, daily (Sundays excepted) at 6.30 a. m.

Letters for England can be forwarded via the United States on payment of 2d. to the Limes, the British Postage on papers for the United States must be paid 1½d. each to the Limes.

Agents for the British Whig.

Montreal,	E. Chevalier & Co., Booksellers
Belleville,	Mr. Michael Ridge, Auctioneer
Cobourg,	Thos. Evans, Esq.
Toronto,	Mr. Thos. Dalton, Bookseller.
Hamilton,	John Barton, Esq.
New York,	E. Palmer, Tribune Buildings.
Rochester, N.Y.,	Mr. G. N. Boughton.

And Postmasters generally of the Midland District.

☞ Agreements for advertising made by any of the above gentlemen, either for Cash or otherwise, will be valid.

BOSTON AND LIVERPOOL PACKETS.
TRAIN & CO.'S LINE.

SAILING from Boston on the 5th and from Liverpool on the 20th of every month, viz:—

	From Boston.	From Liverpool.
Ship Pocahontas, 1000 tons, Capt. Elias Caldwell,	Jan 5	Feb. 20
	May 5	June 20
	Sept. 5	Oct. 20
Ship Pennsylvania, 1000 tons, Capt. Calvin Sampson,	Feb. 5	March 20
	June 5	July 20
	Oct. 5	Nov. 20
Ship Dania, Wentworth, 1200 tons, Capt. W. H. Pennell,	Mar. 5	April 20
	July 5	Aug 20
	Nov. 5	Dec. 20
Ship Susquehanna, now clipper, 1200 tons, Capt. A. H. Brown,	April 5	May 20
	Aug. 5	Sept. 20
	Dec. 5	Jan. 20

These ships are all of the first class, built in Boston expressly for Liverpool Packets, and commanded by men of experience in the trade, have superior accommodation for passengers, and will be dispatched punctually as above.

A first class Ship will also be dispatched from Liverpool for Boston, on the 5th of every month.

For freight or passage to Liverpool, apply in Boston to ENOCH TRAIN & CO. 47 and 53 Lewis Wharf, and in Liverpool to TRAIN & CO., 3 India Buildings.

☞ Persons wishing to send for their friends can obtain certificates of passage—cabin, second cabin or steerage—by applying in Boston at the office, as above, the only place where certificates for this line can be purchased.

Price of passage,—cabin $75—second cabin $50—steerage $30.

☞ Sight Bills of Exchange for £1 and upwards to be had in sums to suit. 156

TO CORRESPONDENTS.

[illegible]

AUCTION SALES THIS DAY.

As advertised in the British Whig.

Sale of Brig's Rigging &c., by James Littlejohn, at 12 o'clock, noon.

The Daily British Whig.

"CHEAP AND CHEERFUL DAILY."

TUESDAY MORNING, AUG. 28, 1831.

A Cause against the Protestant Faith.

Of late we have repeatedly complained of the shameful way in which certain Catholic newspapers in Canada treat Protestants and the Faith they profess. If a Protestant writer has slip any expression derogatory to Roman Catholics, the Mirror, True Witness, Minerve, et hoc genus omne, are down on him like a sledge hammer on a nail;—witness a hasty remark of the Montreal Herald, and the indignant interrogation, the Minerve immediately puts—"Is it for the purpose of insulting Catholics that he compares the procession of the Fête Dieu, to party processions, and even to the demonstration of Orangemen?" The insults to Protestants meanwhile are wholly overlooked. Amidst these detractors the True Witness stands prominently forward. Not a single number of that paper is published without containing at least a hundred lines against Protestantism. The writer of these (as a correspondent informs us) is not a Clergyman as we asserted, but a renegade Scotchman, who having barely apostatized from the faith of his fathers, shows his zeal for his new creed by the abuse he heaps upon the religion he has deserted. It is of little consequence what a man of that kind says, still to show our readers the spirit now prevailing among these writers, we shall exhibit a few more "elegant extracts":—

"PROTESTANT POOR HOUSE MORALITY.—A married man, named Hathaway, who for some time filled the situation of Governor of the Cranbrook Union, was charged with administering a drug to a pauper girl in the Union, with the intent to procure a miscarriage."—True Witness, Aug. 13.

"Lord Arundel has been returned for Limerick, thus giving mankind a foretaste of what they may expect at the next general election, from the combined action of an insulted people. Ireland is still destined to be, what it long has been, the difficulty, the rock-a-head of every government which is not prepared to do full justice to its claims. The devout prayer, so often offered up from Protestant lips, "that Ireland might be sunk ten fathoms deep for twenty-four hours;" or, as the Evangelical Bishop of the British Burmese gives utterance to the same pious aspiration, "It is, we think, a pity, that the flames were not still to come," has not been granted. Protestant malice has done its best to aggravate the horrors of plague and famine, but there are still enough of true hearted Irishmen left in Ireland, to make Britain's legislators rue the day that they attempted to lay their unhallowed hands upon the ark of God. The late election for Limerick is of immense importance, as testifying to the intensity of disgust, which the Catholics of Ireland feel for the measures of their hypocritical persecutors."—True Witness, Aug. 20.

"Conversions to the Catholic Church are becoming more numerous every day; rumors are afloat, we know not with how much of truth, concerning the conversion of the Duchess of Kent. For her Royal Highness' sake we hope they may be true; in the eyes of the Church, the soul of a duchess is worth no more than the soul of a washerwoman; but for the conversion of duchess, or washerwoman, we do well to rejoice on earth, because there is joy in Heaven for one sinner that doth repentance."—True Witness, Aug. 22.

"We will merely observe, that processions in honor of the Battle of the Boyne, are not only, not religious, but that they are not national. They are mere party processions, in which men, who call themselves Irishmen, though they are a disgrace to the name, celebrate the subjugation of their fatherland by foreign mercenaries, and the triumph of a Dutchman, over their gallant countrymen, struggling in defence of their lawful sovereign. Neither in the Battle of the Boyne, nor in the events which followed—the infamous violation of the treaty of Limerick, and the subsequent long years of persecution—can we see aught, in which men of any nation, or of any creed, should find cause of exultation. To the Irish Catholic they speak of faith broken, of treaties violated, and national independence subverted; but of the Irish Catholic has cause to weep for the misfortunes that the Battle of the Boyne has inflicted upon his country, the Protestant Irishman has more cause to bewail for the infamous use made of that victory by his party; and if Orangemen were wise, they would keep a prudent silence, both upon the glories of the Boyne, and upon the merits of their hero—the black-hearted Dutchman, and cold-blooded author of the massacre of Glencoe—an act of cruelty and treachery, so infamous, that in comparison with it, the slaughter of the Huguenot rebels, by Charles IX., on St. Bartholomew's day, seems almost a virtue."—True Witness, Aug. 23.

For the British Whig.

Among the "nations" that "Young Canada" is constantly importing across the St. Lawrence, there is nothing with which we could better dispense than the slang terms so profusely used by their political writers. For some years there has been a growing tendency among our own public writers to imitate this Billingsgate style, which, by the way, is never seen in respectable English Journals. I need only refer to the use of "Free Grits," "Platform," &c., in our newspapers, to show the vulgarity and bad taste of using such terms, evidently attempted imitations of the Yankee phrases of "Barn burners," "Hunkers," "Free Soilers," and other equally genteel and euphonious appellatives," originally introduced and still principally used by the lowest and most illiberate members of the American press.

If our writers are, many of them, unable to write the English language grammatically, they ought, at least, to be able to express their ideas without descending to the slang of London pickpockets. A very slight acquaintance with the world would let them know that no Gentleman ever condescends to the use of nick-names, without in a certain extent, compromising his claim to that title, and that vulgarity, wherever seen, in the hovel or the palace—is still essentially the same, and is only seen the more clearly the brighter the foil with which it is set off.

If we are to import from the Americans, let it be something that will be an improvement upon our own style, and not such barbarisms and vulgarities as were first invented in, and are yet most suited to, the purlieus of "Five Points" and Anthony Street. Our neighbors have doubtless many things among them well worthy of imitation, and such, so petty prejudices should prevent us from using; but for heaven's sake let it be something that will not reduce our language to a level with that of Coal heavers or Dock loafers.

Your obd't serv't, X.

August 25, 1831.

THE CANADIAN EDITORIAL "WE."

In following up our remarks upon the improper use of the plural unit by Canadian editors, we have thought proper to exhibit a few cuts taken, not from country but from metropolitan newspapers. We do not mean to assert that the "we" and "our" in every instance are incorrectly placed; but as they are used variously by the same writers in the same publication, and sometimes in the same sentence, we trust the absurdity will strike them in the same manner as it must strike the generality of their readers.

"We yesterday exposed the detestable attempts of the Priest to excite religious hatred in our community."—Montreal Herald, Aug. 23rd.

"The unfortunate sufferer's name was Michael Ryan, who played the flute in our streets."—Ib.

"For a week past, our political world has been occupied with the subject of the Feudal Tenure of Lower Canada."—Gleaner, August 23rd.

"We have dared to state our suspicions that the anti state-church cause was about to be sacrificed to union."—Ib.

"In one of our night excursions upon the river between this city and Quebec, we retired to a nth in the dining saloon."—Montreal Courier Aug 23rd.

"If we are to believe the report of rather the announcement of our Toronto exchanges, this day will terminate the legislative labors of our "collective wisdom" in Parliament assembled.—Montreal Courier, Aug. 23rd.

"In a former number we announced to our fellow Reformers that there had been arranged a consolidation of our party."—North American, Aug. 23rd.

"For years our School Bills have recognized the principle of sectarian schools, a principle we have assuredly never sanctioned."—Ib.

☞ THE CHAMPION.—The new steamer Champion, Capt. Marshall, made her first trip up the St. Lawrence on Sunday. She is a most magnificent vessel, and her fittings and appointments are of the very best. This vessel is intended for the new "Through Line," and will make her first voyage to Hamilton from Montreal on Thursday next. The Highlander, Capt. Stearns, is to be her fellow voyageur, and is to precede her to-day, to be followed in a short time by the Maple Leaf, Capt. Wilkinson. The duties of the River Mail Line will in future be performed by three vessels, the Citizen, Lord Eldon and New Era, in place of four.

☞ A TESTIMONIAL.—We understand that a subscription is now being made by the rescued and the friends of the sufferers, to present a Testimonial of Respect to Mr. Channonhouse, High Bailiff of Kingston, and to Mr. McDaisey, owner of the Tow Sloop, for their energetic exertions in the recovery of the bodies of those who suffered by the late calamity.

MADAME ANNA BISHOP.—It will be perceived by an advertisement in our columns that this highly gifted and talented vocalist, is again giving one of her highly popular concerts, during the early part of September.

Madame B—will be aided with the additional attractions of the celebrated Basso singer, Signor Sequinico, the eminent Italian Female Violinist Signorina Lavinia Rondini, and Mr. Bochsa, to preside at the Piano.

RAILROAD CELEBRATION.

The City Government of Boston proposes to celebrate, in an appropriate manner, the final completion of the great lines of railway uniting the tide water at Boston with the Canada and the great West; and also the establishment of American lines of steamers between Boston and Liverpool. The importance of these events to the great social and commercial interests of our city can hardly be exaggerated. We are now about to realize, it is believed, the full benefit of these great enterprises, in the perfecting of which we have expended so much capital. There are now completed and in operation, in Massachusetts alone, about 1,000 miles of railway; and in New England, about 2400 miles. Massachusetts has expended, in the completion of these roads, the enormous amount of $34,000,000; and it appears from the reports of the several railroad corporations in this State, made to the last Legislature, that there were transported over the Massachusetts roads alone, during the year 1830, 9,300,000 passengers, and 2,300,000 tons of freight. This statement, however, but imperfectly presents the advantages which we are to derive from these works. The railways of Massachusetts are but a small link in the great lines which connect us with remoter sections of the country.

The several lines connecting us with the Canadas, Northern New York, the great lakes and the far west, are now completed, uniting us by railroad and steam navigation with thirteen States of the Union, comprising an area of 420,720 square miles; the two Canadas, the lakes, with their 3000 miles of coast; and bringing within our commercial sphere a population of ten millions of inhabitants. The business of the lakes and the Canadas, and its rapid yearly increase, are worthy of especial consideration. It is estimated that the imports and exports of the Lake Harbors, exclusive of the Canadas, during the present year, will be $200,000,000. The annual increase of this business is found to be 17½ per cent., thus doubling itself in less than six years. In addition to this, the imports and exports of the Canadas will amount during the present year to $35,000,000.

And now what are the advantages which Boston possesses, for doing this immense business? These are so manifold, that their importance will be readily appreciated. Her harbor is one of the finest in the world. Her wharves and storage accommodations are equal, if not superior, to those of any other city, and capable of indefinite extension. Her local position is unrivalled, and the enterprise and integrity of her merchants are well known. The lines of railway to which we have alluded, all centre in her and radiate from her. It is ascertained, from the actual results of this year's business, that under favorable circumstances, all kinds of provisions can be brought from the West, through these new lines of communication, to Boston, more speedily and at a less expense than to any other Atlantic port.

In this connection it may not be amiss to remark that the books of the Custom House show, that the merchandise transported to the Canadas, from the district of Boston and Charlestown, for the six months ending June 30, 1831, was more than quadruple that of the six months next preceding January 1, 1831.

Merchandise can be landed at Chicago, on Lake Ontario, put on board the cars at that place, brought to Boston without transhipment, and from here exported to England by means of our steamships, in a much less time than it can be done by any other route. It seems to us, that Boston has every facility for becoming a great exporting as well as importing city. Cargoes from Liverpool in steamships, via Boston, may be delivered in Montreal in twelve days.

This fact, taken in connexion with the fact that the St. Lawrence is closed by ice during five months of the year, and that the communication with Boston is uninterrupted during the whole year, must make Boston, as it seems to us, the port of entry for the Canadas, thus opening to us a business, the extent of which we have not begun to realize. The eligibility of our location as a shipping port for the Canadas, will be seen by the following statement of distances as compared with New York.

From Liverpool, via Halifax,	To Boston,	2676 m.
" " "	To N. York,	3033 "
" " direct	To Boston,	2836 "
" " "	To N. York,	3193 "
From Halifax	To Boston,	398 "
" "	To N. York,	360 "
From Montreal	To Boston,	398 "
" "	To N. York,	360 "
The distance from Liverpool to Montreal via Boston is		3074 "
While via New York it is		3471 "

The difference between Liverpool and Montreal in favor of Boston over New York, is 271 miles.

In view of the above facts, and in conformity with the expressed wishes of many of the citizens of Boston, the City Government propose to celebrate the completion of these lines of railways, by a festival in Faneuil Hall, and other appropriate ceremonies. It is proposed to invite to be present with us on that occasion, the Governor General of Canada, his Staff and Cabinet, the leading members of the Canadian Parliament, the Corporation of Montreal, the leading merchants of all the Canadian cities and Ogdensburgh, the President of the United States and his Cabinet, the Governors of the New England States, the Presidents of all the Railways in New England, the Mayors of the cities of New England and others interested in railways and steam navigation.

JOHN P. PIGELOW, Mayor.
City Hall, Boston, August 1, 1831.

NOTE.—To the above celebration, the Mayor of Boston has kindly extended his invitation to the Editor of the British Whig, who as kindly accepts it. The invitation is accompanied by an assurance that all expenses to and from Canada will be defrayed.

☞ THE THREE TOOLED STREET THEATRE.—The Streetsville Review which abounds in the most genuine of wit, should be above stealing a joke from so humble a velatry of Momus as the British Whig.

For the British Whig.

TO THE MEMORY OF MARGARET COWAN.

Died on Thursday morning 18th instant, after a short illness, which she bore with christian resignation, Margaret Cowan the attached good and faithful housekeeper of Mrs. Fairey, who had lived in her service for upwards of twenty-three years, aged 37 years.

Alas, that life should be so short—
So short and yet so sad;
Alas! that we too late are taught
To prize her whom we had.

Mock shade, farewell! go rock that quiet shore,
Where sin shall vex, and care no more;
Thy lowly worth obtains that final boon,
Which paths disdain to seek, and will may miss
That path thou'rt found which sinners cannot touch,
But faith and goodness never fail to reach:
Then share the joy the words of life impart,
The voice pronounced to the "pure in heart."

☞ COLLISION ON LAKE ONTARIO.—The schr. "Col. Powers," of Oswego, commanded by Capt. Robert Miller, left this Port yesterday morning, loaded with lumber, bound for the Genesee River, and when about 30 miles out on the Lake, the brig "Quebec," of Kingston, ran foul of the "Col. Powers," and carried away her head rails and flying jib-boom, which rendered her unmanageable, and on returning to this Port for repairs, and nearing the shoals, there was a heavy dead swell and no wind, which obliged Capt. Miller to throw out both anchors, which the vessel dragged and unfortunately went ashore this morning above the western pier of this harbor. Capt. Miller informs us, that the collision between his vessel and that of the "Quebec," was quite accidental, and attaches no more blame to the Captain of that vessel than he does to himself. Captain Miller thinks that the "Col. Powers" can be got off in a day or two, without sustaining any material damage.—Port Hope Gazette.

Public Printing.

From a report of the printing Committee we have extracted the following, relative to the expenses of the Public Printing for the years 1829 and 1830. Although a public document it is wretchedly impertinent, very little account being taken of the Departmental Printing, no small item of the public expenditure. It will be seen, however, that Mr. George Brown got a fair share of the loaf, his share in 1830 amounting to £1646 1s. 10d., not at contract but at full prices. The amount of the Departmental Printing is hard to get at, it being so much divided, but the following evidence of Mr. John Lowell, before the Committee, will allow the reader to form his own opinion:—

"I do not know the precise amount paid for Printing in all the Departments, but from what I have been able to learn, I have no doubt it exceeds £20,000."

1829.

For Executive Government.

	£	s.	d.
To Messrs. Stockdale & Dewhurst, as per Pub'n Accounts	3133	1	0

For Legislative Assembly.

To Messrs. Lowell & Gibson,	6226	3	3½
To Lewis Pennock, French,	264	1	3
do. Printing Paper,	1036	13	8
To Robt Campbell (English),	1767	17	0
To Messrs. Stockdale & Dewhurst,	3311	9	9
To Lithographing	133	0	0
To Binding Circular	62	10	0
To Messrs R & A. Milne, Binding,	263	6	8
To A. Lemoine, do.	126	18	4
	£21,394	5	9½

1830.

	Amount.		
	£	s.	d.
For Executive Government.			
To Queen's Printer, for Reports Books, &c.	56	9	0
do. do. Printing Laws,	2800	0	0
do. do. Printing Revenue Acts, and copies of various Acts, furnishing complete annual Statutes, Crown Forms, &c., and Printing generally	2973	4	10
do. do. Printing Customs Branch, Inspector General's Office	353	17	9
To George Brown, Printing Customs Forms, Advertising, &c.	682	8	7
To do. for sundry Printing for Crown Land Department,	333	13	7
To Robt Campbell, for Printing for Office of Superintendent of Kingston, Kent	21	11	3
To expense of Advertising in different Papers, for Department of Public Works, about	100	0	0
To Printing for Executive Office, West	30	10	0
do. for Marriage Licence Office	39	2	2
For Legislative Council.			
To George Brown, Printing	404	1	8
do. Binding	143	11	3
do. Paper	62	4	9
For Legislative Assembly.			
To Messrs. Lowell & Gibson, Printing	4475	2	9
do. do. Printing, Paper	321	13	3
To Robt Campbell, Printing, English,	1693	0	10
To Lewis Pennock, Printing, French,	1336	12	3
do. do. Paper,	1043	2	6
To Messrs Stockdale & Dewhurst, Printing	474	12	4
To Messrs. Brown & McPhail, Binding,	232	18	3
	£16,880	12	1
Departmental Printing,	£20,000	0	0

THE GREAT LOCK CONTROVERSY.—An important moment regarding the celebrated "Lock Controversy" has taken place. For some time past it has been well known that Mr. Hobbs, an American exhibitor of locks, has upon more than one occasion boasted of the possibility of opening without keys those locks which has been considered as possessing the great desideratum of perfect security. In order to put the matter to a test, a number of gentlemen were invited to be present at 24 Great George street, Westminster, to meet Mr. Hobbs, for the purpose of affording him an opportunity of operating upon a lock which some months since was placed upon the door of the vaults of the State Paper office. The lock having been examined and found to be fairly locked, Mr. Hobbs produced from his waistcoat pocket two or three small dull complexion-looking tools—a description of which, for obvious reasons, we do not to give—and proceeded to work. Within 25 minutes from the time of commencing, the bolt of the lock flew back, and the door was opened. It was then suggested by one of the gentlemen present that Mr. Hobbs should do the bolt back again, and lock the door, as being a "decided lock" it was considered that he would be unable to accomplish this feat. In less than ten minutes, however, the door was again locked—every jury whatever was done to the concern of the lock—and no traces were seen of having been picked. The lock in question bore the stamp of "Church's New patent."

We understand that a committee, consisting of Mr. John Rennie, Professor Cooper, and Dr. Black, has been appointed for the purpose of making arrangements for allowing Mr. Hobbs to try his skill upon the mysterious lock exhibited in Mr. Graham's museum—whoever can succeed in opening which will receive the sum of £300.—The lock is to continued between two tables, sealed by the committee, and nothing but the sole for the key is to be exposed to view, and 30 days is to be the period allowed for opening it. The experiment is looked forward to with considerable interest by all persons connected with the trade. We may add, that Mr. Hobbs exhibited a lock, and offered a reward of £300 to any person who can pick it or form a false key which will open it, after examining the lock and key for any period they may please.—London Globe.

PRESENTATION TO CAPTAIN HARRISON OF THE STEAMER CITY OF HAMILTON.—On Tuesday last, during the Hook and Ladder company's Excursion to Oakville, a beautiful Silver Snuff Box was presented to Captain Harrison, by a deputation. The Box was given by the Managing Committee of the British Conservatory Society, for the generous and gentlemanly manner in which Captain Harrison gave his Steamer on the last Queen's Birth Day. The Box, was presented by W. L. Distin, Esq., in his usual happy manner, and was acknowledged most handsomely by the Captain.

After the presentation Captain Harrison entertained his friends in a most hospitable manner.

TELEGRAPHIC.

Provincial Parliament.

TORONTO, August 25.

Mr. Perrier moved the House into committee on a bill to impose a tax upon Wild Lands in the Eastern Townships. He explained that this was only a preliminary motion in order to get the bill printed and before the country.

On the opposition of Mr. Hincks, who objected not to the principle of taxing wild lands but of taxing them per acre instead of by value, the blanks were all filled up with dollars.

The Report of the Committee of the Whole on the Jury Law was received.

The bill to empower Quebec Road Trustees to purchase Montmorenci Bridge, passed the committee; also, the bill to enable them to raise a further loan.

The bill to prevent bonds to the crown from having a lien on real estate was read a second time; also, the bill to amend Agricultural Act of Canada East as respecting the conveyance of timber on rivers.

The Wolfe Island Railroad bill was read a second time.

The Normal School, Canada East, bill passed through committee.

The preservation of the peace on public works, bill, and the Tavern Licenses, Canada West, bill were passed.

The Civil List bill passed through the committee without debate.

On the House going into committee on the Judicial Salaries bill, Mr. J. H. Cameron moved an amendment to exempt Mr. Sprague from the reduction which it was proposed to effect in the salaries of the Judges to be hereafter appointed. The amendment was lost, and the bill then passed through committee.

CUSTOM HOUSE REPORTS.

EXAMINED BY MR. CHARLES OLIVER, C. H. BROWN.

IMPORTS.

AUGUST 25.

Schr. Caledonia, Port Sarnia, 29 barrels Potash, E. Hooker and other.

Caledonia, Oswego, 1,000 bbls. salt, J. Carruthers; 162 chests tea, 33 boxes tobacco, 10 boxes cheese, 4 barrels rum, 3 bales sheeting, 1 box weights, Brown & Hoyt, 4 bbls. turpentine, W. Preston, 100 bags salt, W. Morris, 45 bbls., 30 bags salt, 1 bbl. cheese, T. McHenry.

Barge Lilly, Montreal—1122 bars railroad iron, R. & S. Jones.

Schr. Liverpool, Bear Creek—100 pieces oak timber, Calvin & Cook.

Arona, Whitby—19630 West India Staves, Calvin & Cook.

Arrivals in this City.

AT THE BRITISH AMERICAN HOTEL.

August 24.

D. Rubbin, Niagara; George Ker-for Thorold, Welland Canal; William Ratcliff, Toronto; J. S. Fairbairn, Kingston; W. H. Doyle, London; James Chapman Hamilton; Charles Seymour, St. John; C. E.; C. K. Harvey, Rymer; Sneyden Bethune, Montreal; M. Q. Rogers, Philadelphia; Thomas Allen do.; Aug. Davidson, Dover; D. M'Donald, Montreal; P. McIntyre do.; G. O. Phillips and Lady, New York.

August 25.

Dr. Francis Bacon, New York; Isaac Ingersoll, Fredericksburgh.

DIED.

At Shoemaker, on the 1st instant, Margaret Stanley, widow of the late Daniel McKenzie, aged 60 years.

At Lewisville, on the 9th instant, Lewis Fisher, Esq., of Cosmopolitan, aged 43 years.

At Quebec, on the 13th instant, Mary ann Fletcher, widow of the late John Gilbert, aged 89 years.

In Montreal, on the 17th instant, James MacDougall, Esq., formerly of the Hon. the Hudson's Bay Company, aged 67 years.

At Toronto, On the 21st inst., after a long illness, Juliana Elizabeth, the wife of Joseph D. Ridout, Esq., of Duke Street, in this city.

In Toronto, on the 12th August, 1831, at a quarter past ten o'clock P.M., Deborah, the wife of Thomas Ford, Esquire, aged sixty eight years.

ARTHUR CROWN,
TIN AND COPPER SMITH,
DEALER IN
English and American Hardware,
CUTLERY, &c.
At the Old Stand nearly opposite the Chequered Store,
KINGSTON, C. W.
, All kinds of Tin and Copper Ware repaired on the shortest notice.

$10 REWARD.

THE above Reward will be given to any person who will return a BLACK LEATHER TRUNK, (Strapped) taken from off the "Prince of Wales" on her downward passage on Sunday the 10th day of August, 1831, marked "Joseph Allen, Maryburgh," and on the other end "Joseph Allen, Regent's Hotel, Belleville."
Belleville, 25th August, 1831. 201-3w

VIEWS OF CANADA.

JUST PUBLISHED and for sale by John Doll, a set of six Views of Canada, Kingston, Quebec and Fort, Montmorency Falls, the Thousand Islands, Montreal and Toronto. They can be had either plain or coloured, and in a handsome cover.
Kingston, 25th August, 1831. 201

WISTAR'S BALSAM of WILD CHERRY
THE GREAT REMEDY FOR
CONSUMPTION,
And the best medicine known
to man for Asthma of every stage, Liver Complaints, Bronchitis Influenza, Coughs Colds, Bleeding of the Lungs, Shortness of Breath, Pains and weakness in the side, Breast, &c., and all other diseases of the
PULMONARY ORGANS
BEWARE OF IMPOSITION!

The greatness of any discovery, the higher it is held in the esteem of the public, and so much in proportion is that public liable to be imposed upon by the spurious imitations of ignorant, designing and dishonest men, who, like the drone in the hive, have neither the ability nor inclination to provide for themselves, but thrive and live upon the earnings of the deserving.

Now that the preparation is well known to be a sure certain cure for incipient CONSUMPTION, ASTHMA, LIVER COMPLAINT, COUGHS, BRONCHITIS, and all similar affections, than any other remedy ever known, there will be, and NOW ARE found those so villainously wicked as to counterfeit a spurious, and perhaps a poisonous mixture, and try to palm it off as the genuine Balsam.

This is to caution dealers and the public generally against purchasing any other than THAT HAVING THE WRITTEN SIGNATURE OF I. BUTTS on the wrapper. The rest merely imitate the name of the original, while they preserve none of its virtues.

Originally prepared by Wistars & Co., Philadelphia, now prepared and sold, wholesale and retail, only by SETH W. FOWLE, Boston, Mass., to whom all orders should be addressed, and to whom his agents throughout the country are.

For sale by E. W. Palmer, Market Square, Kingston.

BARLEY!

FOR any other than MACHINE threshed BARLEY, 25. per bushel more—if sound and well cleaned—will be paid by
JAMES MORTON.
Kingston Brewery & Distillery, August, 1831. 185

A MOST
WONDERFUL PRODIGY
OF NATURE.

THE GUERNSEY TWINS, now to be seen at the Wooden Building next door to Mr. C. Hales', Princess Street.

These Twins are Males, and are possessed of Distinct Bodies, complete in every part, but united to each other from the Navel upwards to the crown of the head, all their limbs and features are perfect, with the exception that there are but three eyelids, the centre one, however, containing two distinct eyes, and the ears, which in the usual state of nature would be on the sides where the heads are united, are on the ridge at the back of the head, which apparently divides the heads from each other.

Taken altogether, these Twins present one of the most extraordinary Prodigies of Nature which have ever been seen, or authentically described.

To be seen from 9 A. M., till 4 P. M., as above. Price of Admission 7½d.
August 25th, 1831. 200

Strange News!
THE NEW STORE,
TRY AGAIN,
Lower End of the Market Square, Kingston.

THE SUBSCRIBER is Commissioned to Buy and Sell all kinds of COUNTRY PRODUCE. The Selling Prices of the TRY AGAIN STORE will be the lowest in this City, particularly in the Flour, Grain and Bran department.
WM. GARDE.
Kingston, Aug. 22, 1831. 198-3m

CAUTION.

THE Public are hereby cautioned from crediting any person on my account without my written order, as I will be liable for no debts contracted without such order. I further caution the public from buying any Horses or other Cattle belonging to me, from any person except myself, as I will not hereafter recognize any sale made by any person whomsoever except myself.
ALICE FOWLER.
Kingston, 25th August, 1831. 200-1w3d

American Repertory of Inventions.

To Mechanics, Inventors & Manufacturers.

Seventh Volume of the Scientific American.

MESSRS. MUNN & CO.
American and Foreign Patent Agents, and Publishers of the Scientific American,

RESPECTFULLY announce to the public that the first number of Volume VII. of this widely circulated and valuable Journal will issue on the 28th September. The new volume will commence with new type, printed upon paper of a heavier texture than that used in the preceding volumes. It is the intention of the publishers to illustrate it more fully, by introducing numerous engravings of prominent events connected with the advancement of science; besides increasing the usual amount of engravings of new inventions. It is published weekly in form for binding, and affords at the end of the year a splendid volume of over four hundred pages, with a copious index, and from five to six hundred engravings, together with a vast amount of practical information concerning the progress of inventions and discoveries throughout the world. There is no subject of importance to the mechanic, inventor, manufacturer and general reader which is not treated in the most able manner—the editors, contributors and correspondents being men of the highest attainments. It is in fact the leading scientific journal of the country.

The Inventor will find in it a weekly list of American Patent Claims, reported from the Patent office, an original feature not found in any other weekly publication.

TERMS.

TWO DOLLARS A YEAR,—ONE DOLLAR FOR SIX MONTHS.

☞ All Letters must be post-paid and directed to "MUNN & CO. Publishers of the Scientific American, 128 Fulton Street, New York."

INDUCEMENTS FOR CLUBBING.

Any person who will send us four subscribers for six months, at our regular rates, shall be entitled to one copy for the same length of time, or we will furnish:—

Two copies for Six Months	$ 8
Two copies for Twelve Months	15
Fifteen copies for Twelve Months	22
Twenty copies for Twelve Months	28

Southern and Western money taken at par for subscriptions, or Post Office Stamps taken at their full value.
August 25, 1831. 200

ROAD SALE.

WILL be sold by Public Auction, on the 10th September, at the hour of 10 o'clock, A.M., the Making of Two miles of the road known as the Boundary Line or Glenbarnie Road, commencing at the city limits; also, nearly Two miles of the Concession Road, between the second and third Concession Township of Kingston. To be laid out in sections of a quarter of a mile each, and sold at the end of each section. Plans and Specifications can be seen at the office of Mr. John C. Innes. Conditions to be made known on the day of sale.

On the following day, at 1 o'clock, the Toll House and Toll Gate on the road leading to the Penitentiary, near Garratt's Distillery.
Kingston, August 23, 1831. 200

CANADA AND LIVERPOOL
Quick Freight Despatch Line!
WITHIN TWENTY DAYS FROM LIVERPOOL.
VIA BOSTON, TO MONTREAL, QUEBEC, PRESCOTT, BROCKVILLE, KINGSTON, TORONTO, HAMILTON.

AND Intermediate Ports on the St. Lawrence, Lake Ontario, and Lake Erie, by the British and North American "Royal Mail Steamships," the new Line of Steam Propellers, and "Trains Packets," and by Railroad from Boston to Montreal and Ogdensburgh. Through Lake Ontario by Daily Express Line of Steamers.

Goods by this route will be received from the Vessel's side into fire-proof covered Freight Trains, running into the loaded Steam on the Deck at Boston, from thence to Montreal and Ogdensburgh, without transhipment—thus saving expenses of cartage, and damaging of Goods, by exposure, &c., in the transhipment at the Sea Board.

In order to avoid delay at Boston, Duplicate Invoices, Consular Certificates, and Bills of Lading must be mailed by the same Vessel with the Goods to

T. L. ROBINSON & CO.,
No. 1 Commercial Wharf, Boston,

Who will settle all Freight, and attend to the Loading and Shipping of Produce, Merchandize and Passengers with Despatch, and make Cash Advances on Produce for Sale or Shipment.

T. L. ROBINSON, F. H. LEWIS, } Boston.
R. A. GOODENOUGH, Toronto.

LOCAL AGENTS:
ALLAN & SONS, Ogdensburgh.
W. M. GARDIE & Co., Toronto.
M. W. & E. BROWN, Hamilton.
THOMAS BIGGS, Jr., Kingston.
NATHAN CORNELL, Lewiston.
CHARLES DYEMAN, Montreal and Quebec.
August, 14, 1831. 199

RAY OF QUINTE.

HENRY GILDERSLEEVE,
CAPT. CHAMPION.
WILL leave the United States' Wharf THIS DAY, (after the arrival of the first mail from American Ports,) for Belleville and intermediate ports.
August 26, 1831.

U. S. LINE OF LAKE STEAMERS.

ONTARIO,
CAPT. THOMPSON.
DOWNWARDS.
WILL leave the United States' Wharf THIS DAY, at 2 o'clock, P. M., for Prescott and Ogdensburgh, connecting at Ogdensburgh with the steamer for Montreal and intermediate ports.

UPWARDS.
WILL leave the United States' Wharf To-morrow Morning, at 8 o'clock, A. M., for Sacket's Harbor, Oswego and Lewiston, connecting at Lewiston with the steamers for Toronto and Hamilton.
Kingston, August 26, 1831.

THE EXPRESS LINE.
For Lewiston and Buffalo Direct.

CATARACT,
CAPT. CHAPMAN.
WILL leave the United States' Wharf THIS EVENING, at 7½ o'clock for Lewiston and Buffalo direct.
United States' Wharf, August 26, 1831.

FOR TORONTO & HAMILTON.

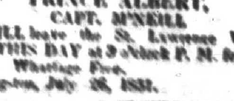
MAGNET,
CAPT. MCLEANAN.
WILL leave St. Lawrence Wharf (late McLennan's) for Toronto and Hamilton, calling at intermediate ports, weather permitting, THIS DAY, at 3 o'clock.
Kingston, August 26, 1831.

FOR MONTREAL TO MORROW.

DUKE OF KENT,
CAPTAIN PUTNAM.
WILL leave the Commercial Wharf for Montreal and intermediate Ports, on To-morrow morning, at half past 5 o'clock through the same day.
Kingston, August 26, 1831.

FOR BYTOWN.

PRINCE ALBERT,
CAPT. M'NEILL.
WILL leave the St. Lawrence Wharf THIS DAY at 3 o'clock P. M. for Bytown. Wharfage Free.
Kingston, July 28, 1831.


ST. LAWRENCE,
CAPT. THOMAS H